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CZECHOSLOVAK PLAN FOR RATUROAD CAR LOADING

The report of the meeting of the Czechorlovak Cabinet on 4 March 1952 mentions for the first time the quarterly plan of railroad car loadings. The purpose of this plan is to make sure that railroad cars are used steadily and most effectively for the growing tasks of production. The report states that the successful fulfillment of the railroad car loading plan requires an even distribution of car loadings every day of the week, including Sunday. The government has told all production ministries that the approved plan containing quotas for the individual ministries is to be broken down for individual enterprises. The enterprises will prepare, within the quota, drafts of monthly plans for leading, according to which they will order cars on a regular basis.

In approving the state economic plan for 1952, the government directed all economic ministries to prepare quarterly drafts of the railroad car loading plan broken down to individual months; these drafts will be analyzed by the State Planning Office in agreement with the Ministry of Transportation. After having reconciled the demand with the capacity of the railroad system, the State Planning Office will submit to the government a draft of car loading quotas assigned to the individual ministries for each month of the next quarter, and an over-all proposal.

This provision is primarily to establish the responsibility for the use of cor space by both the railroad and the shipper. The loading plan establishes the number of cars to be made available by the railroad to the various branches of industry for loading. The plan fixes the limits of the demands for railroad transportation which the individual ministries may make when placing orders.

The fulfillment of the loading plan will be scrutinized not only as to the number of cars of the CSD (Czechoslovak State Railroads) actually loaded but also as to the individual ministries concerned. The plan actually will be fulfilled only than the railroad system makes available its car space to those ministries and to the extent established by the plan.

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Thus, it will 'e possible to ascertain which ministry causes nonfulfillment of the card loading plan. It can be determined whether the Ministry of Transportation is to bleme in case the CSD fails to make available for loading the planned number of railroad cars (although there is a demand for transportation, as demonstrated by orders for cars), or whether one of the transporting ministries requests that provisions for loading be rade in the plan, but does not use this transportation because of nonfulfillment of its production plan or for some other reason.

The loading plans, expressed in number of cars, are computed on the basis of the amount of freight to be transported by rail and the loading of the individual car. In other words, the relation between the amount of freight and the number of cars is an important index of the efficient use of railroad transportation. In any event, the average loading of each car is analyzed. Depending on the nature of the material transported, the draft of the plan may have to be revised in case this index shows inefficiency.

The introduction of quarterly loading plans makes it possible to compile plans not only according to category of freight, e.g., coal, gravel, timber, but also according to the transporting ministry concerned; that is, coal is transported not only by the Ministry of Fuel and Power, but also by the Ministry of the Chemical Industry and by the Ministry of Foreign Trade.

The government is emphasizing railroad car loading plans this year because the fast pace of economic development makes constantly increasing demands on transportation, in particular on railroad transportation of passengers and freight. To meet these increased demands it is necessary to make available all bidden reserves in the transportation system which can be mobilized. This can be done through a basic plan for each type of transportation, hat is, a shipping plan indicating the quantity, direction, and distance of shipments of basic lots of certain kinds of material. It is a great handicap that such a plan is not yet available. It is the task of 1952 gradually to organize this plan, so that during the next year the railroads will not only know that they have to ship tens of millions of tons of coal but will also know the origin and destination of the main stream of coal shipments. The law on economic agreements and state mediation, No 99/1950, permits the railroads to request the necessary information when economic agreements are made regarding transportation.

Both past experience and the example of transportation planning in the USGR indicate that in the present stage of the development of planning methods economic agreements concerning railroad transportation on the one hand and railroad car loading plans on the other hand, should be combined.

A combination of quarterly loading plans and monthly reports of requirements for car loading will lay the groundwork for sound transportation plans. An amendment to the announcement on economic agreements in transportation is being prepared.

The transportation economists in the enterprises should request from their superiors necessary instructions and explanations of problems. Rigid planning discipline must be maintained; any operations not specified in the plan either will not be permitted or will be permitted only after a new checkup by the Ministry, and then only on condition that the necessary transportation space is available.

The most important obligations of the shipper are as follows: to utilize available loading capacity to the utmost; to space orders for cars evenly throughout the week as well as throughout the day; and to load and unload on

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Sunday and overtise if the plane works less toan three chifts. If one whole Occupant makes the proper effort to make transportation more efficient, it will not be necessary to build thousands of new cars, and the material and industrial profestive capacity released can be placed at the disposal of other branches of the economy.

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